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TEN CENTS A WEEK

SQUADRON ORDERED FROM KAMRANH BAY

Russian Warships Must Leave French Waters.

ROJESTVNESKY BROKE PROMISE

St. Petersburg Authorities Do Not Regard Japanese Claim Against France For Alleged Breach of Neutrality Very Seriously.

Paris, May 10.—Orders have been sent to the civil and naval authorities in French Indo China not to permit the junction within French waters of the Russian naval forces under Admiral Nebogatoff. Instructions have already been sent to Admiral DeJonquieres, the French naval commander, to see that Rojestvensky fully observes the promise he has given to leave French waters. These orders resulted from the receipt of a detailed dispatch giving an account of Admiral DeJonquieres meeting with Rojestvensky. The dispatch says the Russian squadron made a four days' cruise on the high seas outside the 3 mile limit and then returned last Saturday, anchoring at Kong Hai Bay, coast of Annam, to take on provisions and fresh water. When Admiral DeJonquieres was informed of the Russians' return he proceeded to Kong Hai and requested Admiral Rojestvensky to immediately withdraw outside territorial waters. The Russian admiral gave DeJonquieres his word that he intended to leave his anchorage and take to the open sea. He also informed DeJonquieres that in his communications with the land he had not violated any of the neutrality regulations, and that the stops of the Russian squadron along the Indo China coast were for the purpose of resting the crews. The Russian admiral said he would depart the following day.

The French admiral then retired from Hong Hai to advise the French government of the result of the interview. He returned to Kong Hai yesterday to see whether Rojestvensky's promise to go to sea had been carried out and found the Russian warships still at their anchorage, but preparing to depart. Admiral Rojestvensky assured him that the entire squadron would leave during the night.

Situation at St. Petersburg.

St. Petersburg, May 10.—The Japanese threats against France are not taken very seriously here. The Russian authorities continue to maintain that Admiral Rojestvensky has not overstepped the limits of neutrality. In view of the excited state of the Japanese over the possibility of the fruits of their previous land and sea victories being swept away, Japan's protests are considered quite natural but her minatory attitude toward a chivalrous country like France is regarded as a blunder. While Great Britain is expected to support her ally and secure fair play, should Japan press France too far Great Britain, it is said, can be counted upon to use all her influence to calm the situation at Tokyo. The interests of Japan could not be served according to opinion here by an extension of the hostilities unless Admiral Togo is beaten, in which case it is not doubted that Japan will use the pretext of French violation of neutrality to demand the fulfillment of Great Britain's obligations as her ally. The opinion is held in some quarters that it is exactly this contingency which Japan has in view.

Yachts Ready for Big Race.

New York, May 10.—The eleven yachts entered for the Kaiser's cup race across the Atlantic from Sandy Hook Lightship are making final preparations for the trip. The start will be on May 16, and a day before that time the majority will be at anchor in side Sandy Hook awaiting the official word away. Most of the yachts already have been docked and their auxiliary propellers removed, leaving no means of propulsion except by sail. From now on the crews will be making aboard stores for the long

ROOSEVELT LEAVES DENVER.

President's Special Starts on Its Trip to Chicago.

Denver, Colo., May 10.—The presidential special train, consisting of a baggage car, buffet car, sleeper, private car of the general manager of the road, and the president's private car "Rocket" pulled by one of the new monster engines, left the union depot here over the Union Pacific railroad for Chicago promptly at 7 o'clock this morning. The curtains in the president's private car were closely drawn and all was quiet within. Quite a crowd had assembled at the station to see the president off, but no demonstration was made.

The huge engine was piloted by Engineer Hockenberger, and was in the charge of Conductor Clark. The engine itself was literally smothered in decorations.

Preceding the president's special train by ten minutes went the customary pilot train. Track walkers and inspectors were ordered out at day. Night all along this division on the Union Pacific and every precaution was taken to insure the president's safety.

SEVERAL LIVES LOST IN SQUALLS

New York Harbor and Vicinity Are the Scenes of Many Casualties.

New York, May 9.—Several lives were lost and many more endangered in a series of squalls which swept over the sound and rivers about New York, developing the first boating casualties of the season.

There were many accidents on the Bay and on the rivers, but in most cases the amateur sailors were near shore and were rescued without serious injury.

The sloop Robiston was capsized opposite One Hundred and Fifty-second street in the Hudson. She had on board eight expert sailors when struck by the squall. Captain Henry Asblant, the owner of the boat, with his brother, Louis, were in charge, the six men with them being all good swimmers. The squall caught the craft with all sails spread, however, and before any action could be taken the mainsail was snapping the water and seven of the men had been thrown overboard.

NEW ORLEANS APPRAISER DEAD

General Algernon S. Badger Dies at an Advanced Age.

New Orleans, May 10.—General Algernon S. Badger, United States appraiser for New Orleans, is dead, aged 65. He was born in Boston. When the civil war began he enlisted in the Sixth Massachusetts volunteers, then became an officer in the Twenty-sixth regiment and was with the first troops sent to New Orleans after its fall. At the close of the war General Badger remained in New Orleans. He was in command of the Metropolitan police in the battle of the 14th of September, 1874, when Governor Kellogg was overthrown, and was seriously wounded in the fight. In 1878 he was made postmaster and thereafter was collector of customs and later appraiser.

'Frisco Buys Tennessee Central.

Nashville, May 10.—A dispatch to the Banner from Harriman, Tenn., says that it is reported here that the 'Frisco system has in reality taken on the Tennessee Central, and that an extension of the line from Harriman to Tellico Plains, Tenn., will be one of the first moves on the part of the big system. The new system will be known as the Tennessee and Atlantic, and the proposed extension will pass through a section rich in coal, iron and timber. The route will probably lead from Harriman to Kingston, Tenn., and thence to Sweetwater and Madisonville, Tenn., on the Tellico Plains.

England's Treaty with Cuba.

Havana, May 10.—The effort of Great Britain to secure a favored nation treaty with Cuba has ended by Secretary of State O'Farrell and Minister Carden signing a treaty of friendship and commerce from which a favored nation clause offered by Great Britain had been expunged. The treaty had been pending for more than a year.

MANY KILLED BY KANSAS TORNADO

Storm Swooped Upon Town With Terrific Force.

ACTUAL CASUALTIES NOT KNOWN

Many of the Victims Were Killed as They Lay Asleep—Aid Has Been Asked by Citizens of Marquette, Kans., from Other Towns and Cities.

Marquette, Kan., May 10.—Many persons were killed, a score or two others injured and a part of the residence portion of Marquette was demolished by a tornado that struck this place at midnight last night. The number of dead is estimated at 20, but owing to the confusion following the storm, it will be some time before the actual casualties are known.

The Swedish Lutheran and Methodist churches and the opera house block were wrecked and dozens of residences razed to the ground. The business portion escaped with slight damage.

Aid was asked of other towns and physicians were sent from Salina and many nearby places.

The tornado struck the southern end of the town and cut a clean swath one hundred yards in width through its entire length. Coming as it did at midnight, the people were caught without a moment's warning. A heavy rainstorm had preceded the wind, and after the tornado passed, a scene of complete desolation followed.

The tornado struck the southern end with great force, wrought its terrible havoc within a few minutes' time and continuing into the rich farming country north of Marquette, caused further damage.

In Marquette many residences were completely demolished, the wreckage being carried away entirely, while others were picked up bodily, moved a short distance away, and dropped to earth.

Many of the victims were killed as they lay asleep; others maimed and bleeding awoke to find themselves buried in the wreckage of their former homes.

Following the storm came a lull. Soon the cries of injured and frightened people could be heard on every hand. Men with lanterns appeared here and there among the wreckage and as quickly as possible the work of rescue was begun.

Progress was slow because of the darkness, and it was sometime before anything like a systematic effort could be made to remove the injured, and before aid was asked of neighboring towns.

Marquette is a town of 1,500 in McPherson county. It is in the exact center of Kansas, and in the richest farming country in the state.

When daylight broke over the town it found the entire population in a state of panic. Business was entirely suspended and every one who escaped injury turned his attention towards aiding the wounded.

The tornado formed 3 miles south of Marquette and did not spend its force until it had passed many miles north of the town. In Marquette the residence portion west of the main street suffered the principal damage. The houses in the course of the tornado were all, with two or three exceptions, completely wrecked.

Early today a representative of the Associated Press made the rounds of the different places, in one room in the Lutheran parsonage he found six injured, and in an adjoining room were five corpses. In half a dozen other houses similar scenes were found. Dr. Lund, the Lutheran pastor, passed about among the suffering, administering to their comfort, while two-score other persons, working under his direction, cared for the injured at other points.

When the missing in Marquette had been pretty thoroughly accounted for, the searchers directed their attention to the surrounding country. Soon half a dozen wagon loads of dead and injured had been brought to town from the district adjoining it on the south.

PAT CROWE RETURNS.

Alleged Kidnap of Cudahy Boy Is Back in Omaha.

Omaha, Neb., May 10.—Pat Crowe, the alleged kidnaper of Edward Cudahy, son of the wealthy packer of Omaha, and for whose arrest rewards aggregating \$50,000 have at different times been offered, walked into the office of the World-Herald, accompanied by Thomas O'Brien, proprietor of the Henshaw hotel.

Crowe telephoned to the World-Herald of his presence in the city and said that he would call at the newspaper office. A short time afterward he appeared, in company with O'Brien. Crowe then told of his wanderings since he left Omaha four years ago. He said that he had served in the Boer war, fighting with the Boers. He returned to this country after the war and had lived continually, according to his statement, quietly in a south side flat in Chicago. He said he had been in Chicago nearly three years and that he has visited Omaha on three occasions.

As to the Cudahy kidnaping case he declined to deny or admit his guilt.

TOBACCO KING PASSES AWAY.

Founder of Duke of Durham Tobacco Factory Succumbs to Death.

Durham, N. C., May 10.—Washington Duke, the millionaire tobacco manufacturer and founder of what is now the American Tobacco company, died at his residence here after a protracted illness, at the age of 84 years.

Some months ago Mr. Duke fell and broke a limb, and since that time had been confined to his room. His death was hastened by a complication of ailments. With him when he died were his three sons, Brodie L. Duke, of Durham; J. B. Duke, president of the American Tobacco company, and B. N. Duke, also of New York.

The career of Washington Duke is remarkable, in that he and his three sons rose from poverty to the possession of fortunes estimated at several million each, within a period of some forty years.

Will Establish State Line.

Atlanta, May 10.—After 18 years there is now a possibility that the disputed boundary line between Georgia and Tennessee across Lookout mountain may be settled. Governor Terrell has received a communication from Governor Cox, of Tennessee, stating that the Tennessee legislature, which has just adjourned, has passed an act providing for the appointment of three commissioners to meet a like number from Georgia and run the disputed boundary line between Dade county, Georgia, and Hamilton and Marion counties, Tennessee. This disputed boundary line runs right across Lookout mountains.

Lost \$8,850 on Way to Bank.

New York, May 10.—On discovering she had lost \$8,850 on her way to bank, Mrs. Mary Blavin of 57 South Sixth street, Williamsburg, dropped in a faint in front of the cashier's window at the Williamsburg Savings bank, Broadway and Driggs avenue, and is now at the Eastern District hospital, Brooklyn, where the doctors are trying to save her life. Mrs. Blavin passes from one swoon to another. Crowds of men and boys are searching the streets of Williamsburg in the hope of finding the missing money.

Employees Fleeing Isthmus.

Colon, May 10.—The steamship Seguranza has sailed from this port for New York with a large number of passengers, over 30 late employees of the canal commission going home in consequence of discontent with conditions on the Isthmus. The rainy season has set in, hindering the work of bush cutters back of the town, which will remain swampy till January unless filled up before that time.

Paper Makers in Session.

Holyoke, Mass., May 10.—The annual convention of the International Brotherhood of Paper Makers opened here today. One of the most important matters to be considered by the convention will be the question of the number of hours which should constitute a day's work.

BREAD FAMINE IS FEARED IN CHICAGO

Teamsters Refuse To Deliver Flour To Bakeries.

ANOTHER BIG STRIKE PENDING

Steam and Gas Fitters of Large Concern Threaten to Quit Work on Account of the Firm Discharging Two Union Drivers.

Chicago, May 10.—Shortage in delivery of flour to groceries and bakeries was threatened by a fresh spread of the drivers' strike today. The latest recruits are the drivers of the Wentz Teaming company, a large concern chiefly engaged in delivering flour for milling companies. All of the men quit work when one of them was discharged for refusing to deliver the boycotted goods of the department store. The result will be a shortage of 15,000 barrels of flour a week.

"Unless we can get the employers' association to help us out, the strike means an immediate shortage in the flour supply," said Mr. Wentz. "If the strike continues there will be a flour famine. I expect to apply to the association at once."

Another strike of even greater importance impended today.

The Crane company, controlling most of the material in the steam fitting and gas fitting industry, may be involved through the discharge of two drivers who refused to deliver material at the Marshall Field building on Wabash avenue. The Crane company employs a large number of teamsters who promptly sought instructions from the leaders as to whether the strike of the flour teamsters should be untaxed. It was said that conferences of the teamsters' union officials and representatives of the Crane company would be held in hope of averting a new strike upheaval.

The Crane company gives employment to 25,000 men, directly or indirectly through its mills, foundries and warehouses.

While the strike was today assuming a more threatening attitude the employers' teaming company is becoming increasingly aggressive. Today 1,500 teams were sent out and the company promised to furnish teamsters to do the work of all drivers who quit. The delivery of retail goods was further extended and the number of deputy sheriffs and special police was increased.

Although surrounded by six guards, a nonunion teamster was knocked off his wagon today and severely injured. The victim was Joseph St. John, who was attacked while driving one of the Peabody Coal company's wagons near Kinzie street bridge. He suddenly found his way blocked by teams manned by union drivers, while rocks were hurled by strike sympathizers in a crowd that had gathered. One of the missiles struck St. John on the head, inflicting a severe wound and toppling him to the pavement.

The executive board of the Chicago Federation of Labor met today to appoint a committee to meet the president's train west of Dixon, Ill., and explain to him the strike situation here before the train reaches Chicago. The union officers received intimation, however, that the president did not wish to be met by any large number of Chicagoans before he arrived in the city. The plan, therefore, was abandoned.

NEWS TERSELY TOLD.

It is believed now that the Hamburg American freight steamer Castilla is lost. She is 35 days overdue at Vera Cruz.

The twenty-fifth annual convention of the American Water Works association is in session at French Lick Springs, Ind.

Judge Lanning in the United States district court at Trenton, N. J., today granted a writ of habeas corpus in the case of Anna Valentina. This will stay her execution which was to have taken place in Wackensack on May 12.